

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

CAR-362,QA-699,

Property Name: Queen Anne's Railroad Corridor Inventory Number: T-1165

Address: _____ City: _____ Zip Code: _____

Caroline, Talbot and

County: Queen Anne's Counties USGS Topographic Map: Queenstown, Wye Mills, Ridgely, Denton

Owner: Maryland Transit Administration Is the property being evaluated a district? Yes

Tax Parcel Number: N/A Tax Map Number: _____ Tax Account ID Number: _____

Project: _____ Agency: _____

Site visit by MHT Staff: ☐ no ☐ yes Name: _____ Date: _____

Is the property located within a historic district? ☒ yes ☐ no

If the property is within a district

District Inventory Number: QA530,

NR-listed district ☐ yes Eligible district ☒ yes District Name: Queen Anne Survey District

Preparer's Recommendation: Contributing resource ☐ yes ☒ no Non-contributing but eligible in another context ☐

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ☐ yes ☒ no

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

A physical description of the Queen Anne's Railroad Corridor may be found under item 7 on the Maryland Inventory of Historic Properties form; the significance of the resource is evaluated under Item 8.

The section of the former Queen Anne's Railroad Corridor contained within this study area is not eligible for listing in the National Register. While the Queen Anne's Railroad played a notable role in the economic and social development of the communities through which it traveled, few elements survive to reflect the corridor's intended use and significance. The present-day corridor is deteriorated and overgrown. Passenger and freight stations no longer exist, features at road crossings have been dismantled and track at grade crossings has been either removed or paved over. The two remaining bridge crossings are deteriorated. While the Queen Anne Railroad and its successor rail lines played a noteworthy role in the economic and social development of the communities through which it traveled,

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: _____

Jim Carlucci
Reviewer, Office of Preservation Services

7/26/2011

Date

Bluntz
Reviewer, NR Program

8/4/11

Date

201101521

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

CAR-362

QA-699

T-1165

Continuation Sheet No. 1

surviving historic elements no longer reflects the corridor's intended use and significance. This determination has been made in accordance with the National Register Bulletin entitled *How to Apply the National Register Criteria for Evaluation*. (National Park Service 1988) and the National Register Bulletin entitled *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (National Park Service 1989, revised 1999).

Prepared by: Joseph Schuchman

Date March 8, 2011

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CAR-362, QA-699, T-1165

1. Name of Property (indicate preferred name)

historic Queen Anne's Railroad Corridor

other Maryland, Delaware and Virginia (M. D. & V.) Railroad; Denton to Wye Mills Railroad Corridor

2. Location

street and number _____ not for publication

city, town _____ ☒ vicinity

county Caroline, Talbot and Queen Anne's Counties

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Transit Administration

street and number 6 St. Paul Street

telephone (410) 539-5000

city, town Baltimore

state MD

zip code 21202-1614

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber

folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District

_____ Contributing Resource in Local Historic District

_____ Determined Eligible for the National Register/Maryland Register

☒ Determined Ineligible for the National Register/Maryland Register

_____ Recorded by HABS/HAER

_____ Historic Structure Report or Research Report at MHT

_____ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	_____ agriculture	Contributing
_____ building(s)	_____ private	_____ landscape	Noncontributing
_____ structure	_____ both	_____ commerce/trade	_____ buildings
_____ site		_____ defense	_____ 1 sites
_____ object		_____ domestic	_____ 2 structures
		_____ education	_____ objects
		_____ funerary	_____ 2 Total
		_____ government	
		_____ health care	Number of Contributing Resources
		_____ industry	previously listed in the Inventory
		_____ vacant/not in use	0
		_____ other:	

7. Description

Inventory No. CAR-362, QA-699, T-1165

Condition

<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Queen Anne's Railroad was named after the county of that name through which it partially traversed.

This linear resource consists of the right-of-way of those areas of the former Queen's Anne Railroad Corridor presently owned by the State of Maryland. The eastern boundary of the study corridor begins in Denton Maryland and extends approximately 18.75 miles northwest traversing primarily through rural, agricultural lands of Caroline, Queen Anne's and Talbot Counties, embracing the communities of West Denton, Hillsboro, Queen Anne, and Willoughby before reaching its end point in the vicinity of the Wye Mills community.

While the Queen Anne's Railroad played a significant role in the economic and social development of the communities through which it traveled, few elements survive to reflect the corridor's use and significance. The present-day corridor is deteriorated and overgrown. Passenger and freight stations no longer exist.

Two bridge crossings, though deteriorating, still convey a sense of their original use. At M.P. 0.83, is the wood trestle bridge which formerly carried the rail corridor over the Tuckahoe River. At M.P. 7.0, a railroad turnstile bridge crosses the Choptank River. The bridge was once operated by a hand-cranked turnstile and could be rotated 90 degrees allowing vessels to pass to either side of the central island, which supported the turnstile bridge (http://www.riverheritage.org/Riverguide/Sites/html/qarr_bridge_choptank.html).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CAR-362, QA-699, T-1165

Name
Continuation Sheet

Number 8 Page 1

8. Significance

Inventory No. CAR-362, QA-699, T-1165

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates

Architect/Builder Queen Anne's Railroad

Construction dates 1895-97

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

The Queen Anne Railroad has the distinction of being the last major railway built on Maryland's eastern shore.

The Queen Anne's Railroad Company was formed in 1894 to provide transportation between Baltimore, Maryland and Cape May, New Jersey. Approval from the Maryland legislature was obtained in February, 1894; Delaware's governing body did not give consent until March 1895, following stiff opposition from the Pennsylvania Railroad which feared competition with its own Cape May service. As originally conceived, the sixty mile railroad from Queenstown, Maryland to Lewes, Delaware was supplemented by steamer connections across the Chesapeake Bay from Baltimore to Queenstown (Hayman: 117).

The railroad was opened from Queenstown to Denton, Maryland on July 15, 1896, to Greenwood on the Delaware Railroad main line on January 1, 1897, and was completed to Lewes, Delaware on March 1, 1898. In 1902, the line was extended thirteen miles west to Love Point on Kent Island, simultaneously providing a better harbor for steamer connections and moving the line closer to Baltimore (Hayman: 117-18).

The Queen Anne proved to be a disappointment to its investors. Ironically, the railroad would be acquired by the Pennsylvania Railroad which earlier had worked to prevent its construction. On January 28, 1905, the Maryland, Delaware and Virginia (M. D. & V.) Railway was incorporated in both Maryland and Delaware for the purpose of acquiring the properties of the Queen Anne's Railway. Two days later

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CAR-362, QA-699, T-1165

Name
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Number 8 Page 2

the M.D. & V. was placed under the control of the Baltimore, Chesapeake and Atlantic Railway (B.C. & A), another operating company of the Pennsylvania Railroad (Hayman: 123).

The now rechristened M. D. & V. and the B. C. & A. were "twins," in that their routes were similar, both operated from a terminal on the Chesapeake from where steamer service provided access to Baltimore and journeyed to a resort town on the Atlantic. The rail lines shared the same upper level management and even the same advertising. Yet, the M. D. & V. never achieved the success of its southerly sister. The route of the M. D. & V. traversed a less productive and more sparsely populated area with fewer larger towns (Hayman: 123-124).

The bulk of the M. D. & V.'s traffic to its eastern terminals was from Baltimore and points along its own line (and eastern shore points) with a business that was highly seasonal in nature. Even so, the M. D. & V. carried numerous excursionists. The name M. D. & V. was probably chosen to include the line's associated steamer routes operated in Virginia waters as the railroad operated only in Maryland and Delaware (Hayman: 124).

Claiming the railroad had suffered an operating loss in every year of its existence except 1910 and 1911, the Pennsylvania Railroad sold the M. D. & V. and its associated properties and nautical features in May, 1923. The portion of the rail line west of Denton, which includes the study corridor, became a part of the Baltimore and Eastern Railroad, a newly created subsidiary of the B. C. & A. while that portion of the line east of Denton eventually became an independent operation (Hayman: 127).

The opening of the Chesapeake Bay Bridge in 1952 while providing ease of vehicular access to and from the eastern shore simultaneously reduced both the need for and desirability of rail transportation.

When Conrail assumed control of the rail corridor, on April 1, 1976, the Queenstown to Queen Anne segment, which includes the portion of the study corridor west of Queen Anne, was taken out of service. The Maryland & Delaware Railroad provided service on the line from Queen Anne to Denton in the 1970s and early 1980s, hauling freight and the occasional special passenger excursions. Formed in 1977, the Maryland & Delaware is a short-line railroad operating several branch lines of the former Penn Central Railroad in both Maryland and Delaware. These branches were omitted from the system plan for Conrail in 1976 and would have been discontinued without state subsidies. As an alternative to the higher cost of subsidizing Conrail as operator of the branch lines, the Maryland and Delaware governments selected Maryland and Delaware Railroad Company (MDDE) to serve as the designated freight operator. After the MDDE ceased operations on this line in the early 1980s, the rail corridor between Queen Anne and Denton was abandoned; surviving elements continue to deteriorate (Hayman: 168; Harris interview: <http://www.mdde.com/history.html>).

9. Major Bibliographical References

Inventory No. CAR-362, QA-699, T-1165

Hayman, John C., *Rails Along the Chesapeake, A History of Railroadng on the Delmarva Peninsula, 1827-1978* ((Marvadel Publishers, 1979).

Maps:

Baltimore & Eastern Railroad - June 1930 (<http://www.r2parks.net/B&E.html>).

Denton, Maryland (New York: Sanborn Map & Publishing Company, August 1923).

Pennndel Company formerly Right of Way and Track Map, New York, Philadelphia and Norfolk Railroad, Crisfield Branch, Station 105+60 to Station 158+40, Office of Division Engineer, Cape Charles, Virginia, June, 1915.

Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899.

Pennsylvania Railroad and its Connections, December 1, 1911.

United States Department of Agriculture, United States Geological Service *Talbot, Caroline and Queen Anne's Counties, Maryland*, Topographic Quadrangle Mosaic (2000).

United States Geological Service, *Barclay Maryland, 1905; Chestertown, Maryland, 1901; Denton, Maryland, 1905 and St. Michaels, Maryland, 1904.*

Websites:

Queen Anne RR Bridge-Choptank River (http://www.riverheritage.org/Riverguide/Sites/html/qarr_bridge_choptank.html).

Maryland & Delaware Railroad Company, (<http://www.mdde.com/history.html>).

Interviews:

Scott Harris, Maryland & Delaware Railroad, June 22, 2010.

10. Geographical Data

Acreage of surveyed property N/A approx. 56.06 Acreage of historical setting N/A

Quadrangle name: Queenstown, Wye Mills, Ridgely, Denton

Quadrangle scale: 1:24 000

Verbal boundary description and justification

This resource consists of the right-of-way of those areas of the former Queen's Anne Railroad Corridor presently owned by the State of Maryland. The eastern boundary of the railroad begins in Denton Maryland and extends approximately 18.75 miles northwest traversing through primarily rural, agricultural lands of Caroline, Queen Anne's and Talbot Counties, embracing the communities of West Denton, Hillsboro, Queen Anne, and Willoughby. Associated elements include the abandoned and deteriorated single line track, road crossings, signage, and railroad bridges over the Tuckahoe and Choptank Rivers.

11. Form Prepared by

name/title Joseph Schuchman

organization STV Inc

date March 8, 2011

street & number 205 West Welsh Drive

telephone (610) 385-8360

city or town Douglassville

state PA

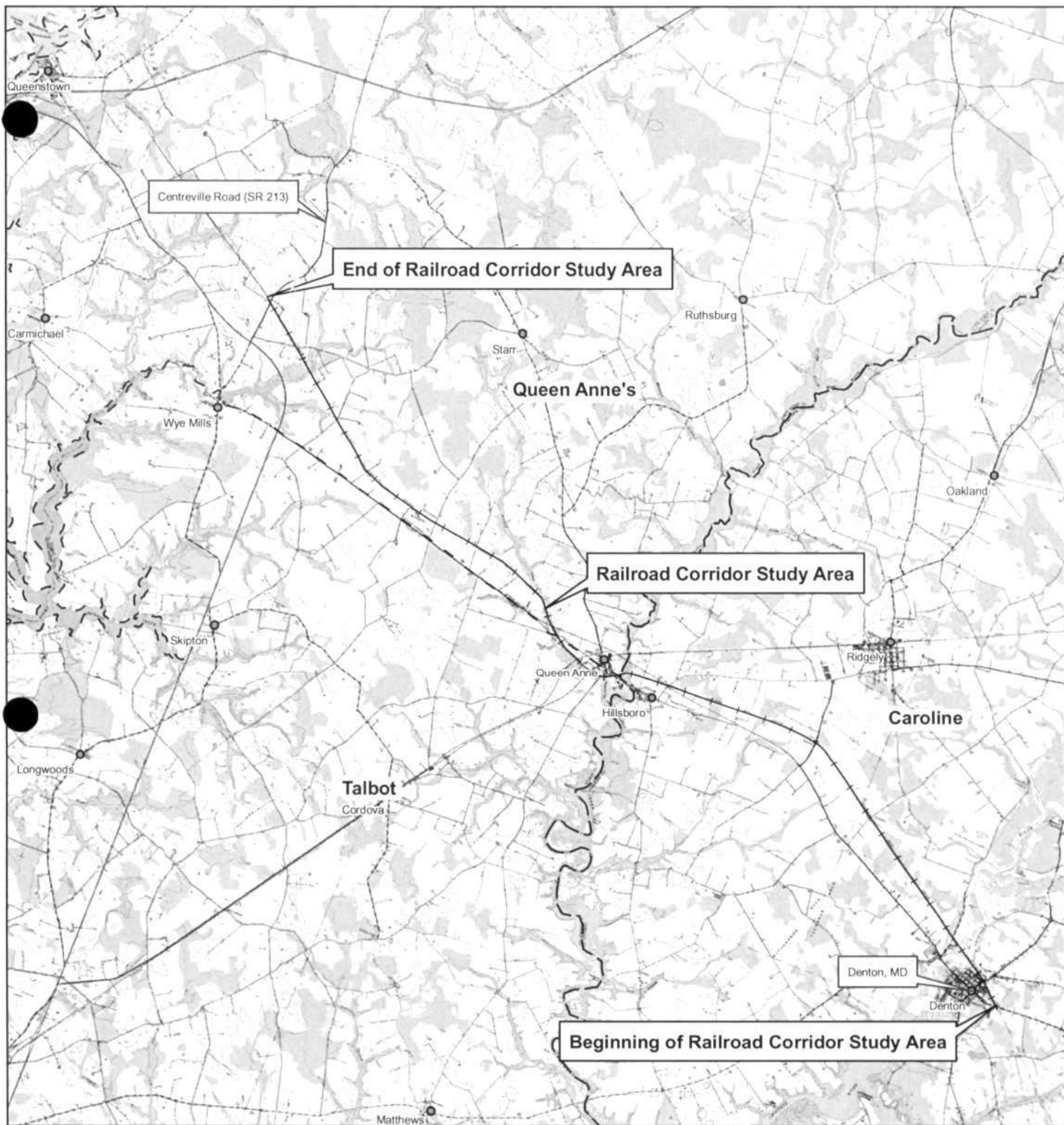
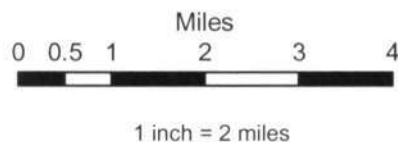


Figure 1
Queen Anne's Railroad Corridor-CAR-362, QA-699, T-1165
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Talbot, Caroline,
 Queen Anne's counties, MD Topographic Quadrangle Mosaics



Legend	
	Rail line
	County line
	State line

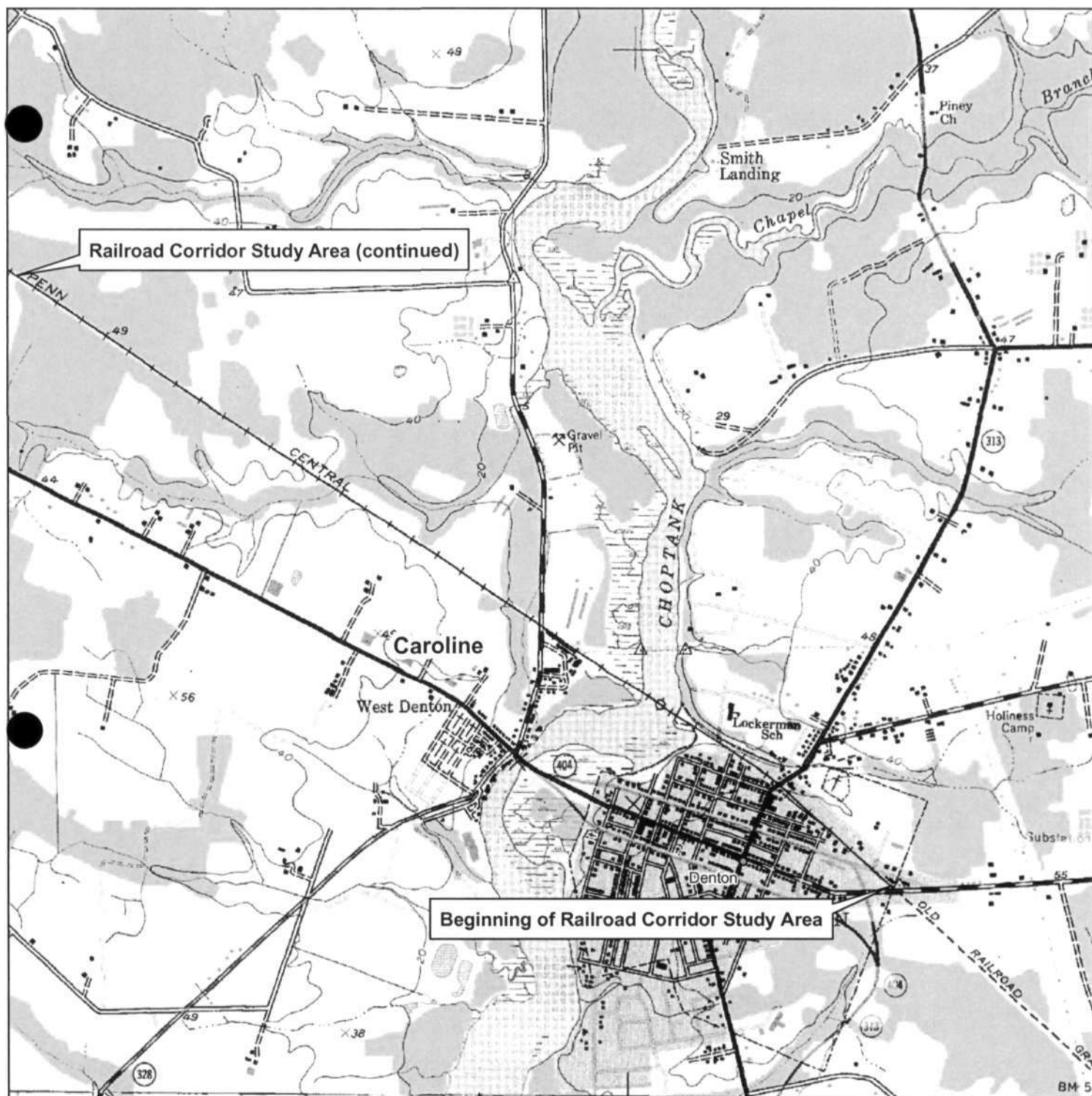


Figure 2a
Queen Anne's Railroad Corridor-CAR-362, QA-699, T-1165
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
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 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Denton MD
 7.5-Minute Topographic Quadrangle



0 1,000 2,000 4,000
 Feet
 1 inch = 2,000 feet

Legend

- +—+— Rail line
- County line

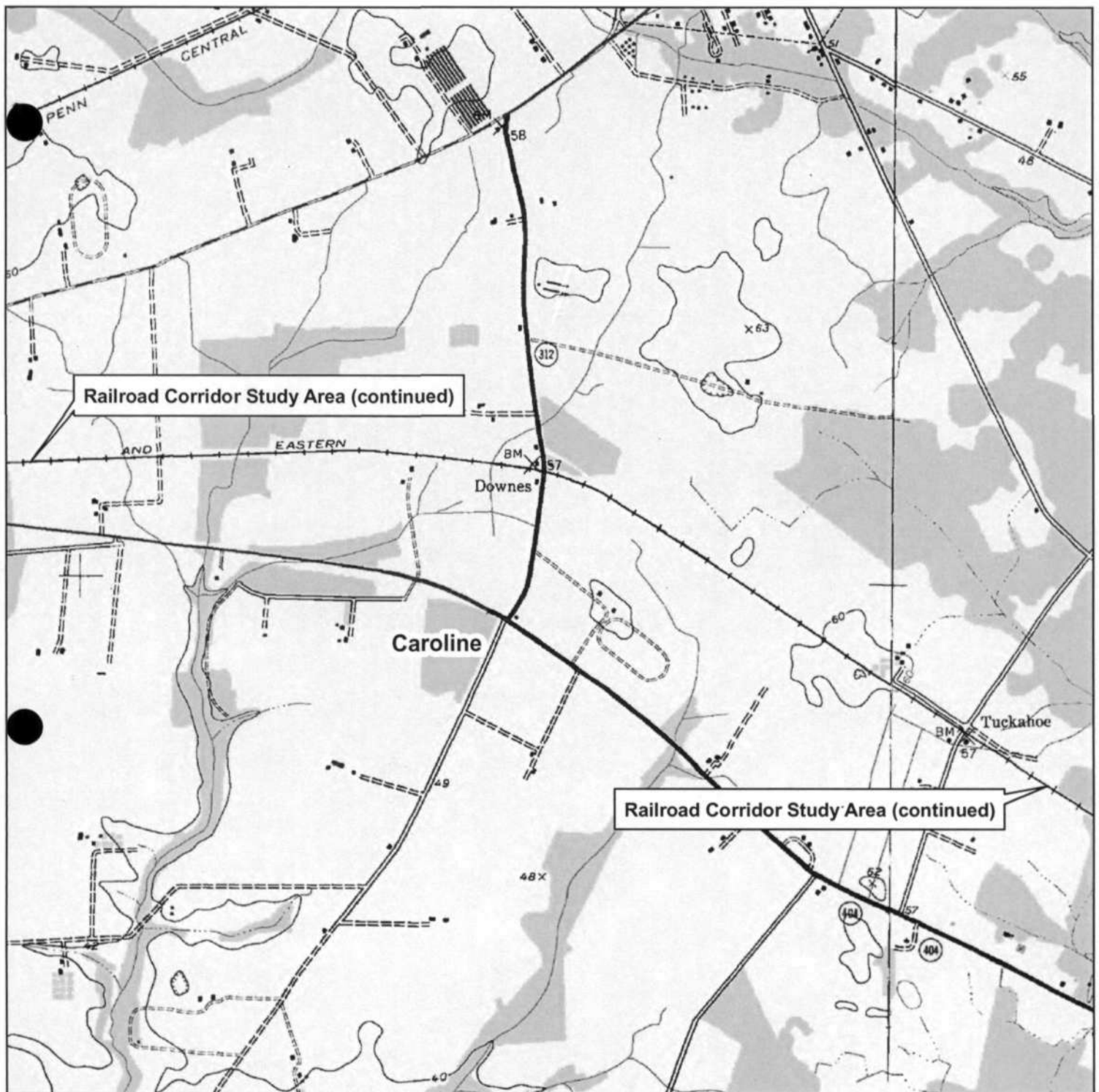
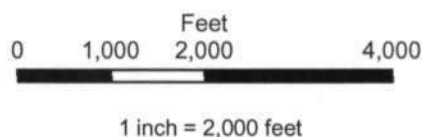




Figure 2b
Queen Anne's Railroad Corridor-CAR-362, QA-699, T-1165
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Denton MD and
 Ridgely MD 7.5-Minute Topographic Quadrangles



Legend

-  Rail line
-  County line

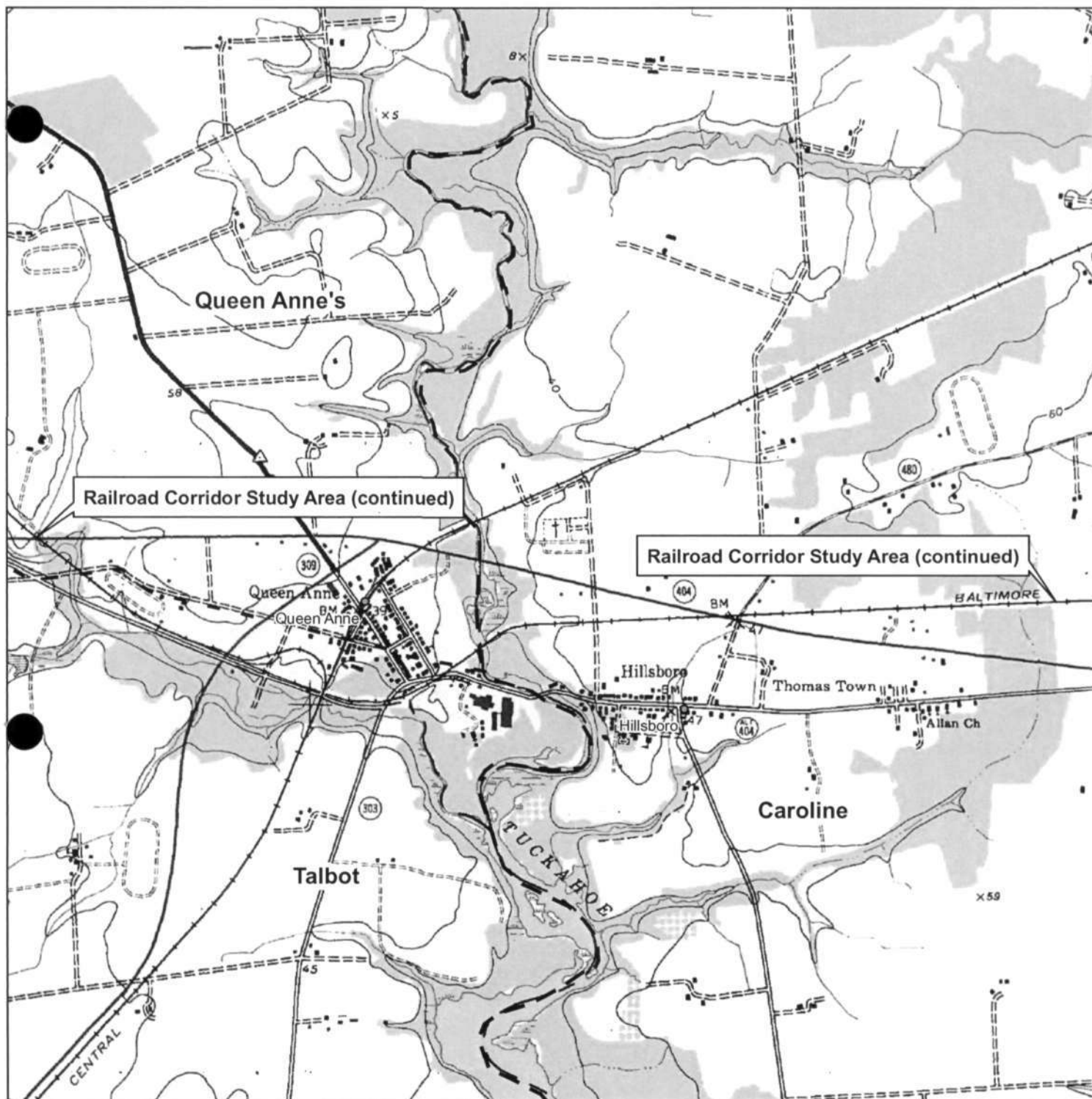
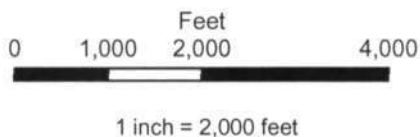


Figure 2c
Queen Anne's Railroad Corridor-CAR-362, QA-699, T-1165
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
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 (412) 392-3500
 February 2011

Sources: U.S. Geological Survey, Ridgely MD
 7.5-Minute Topographic Quadrangle



Legend

-  Rail line
-  County line

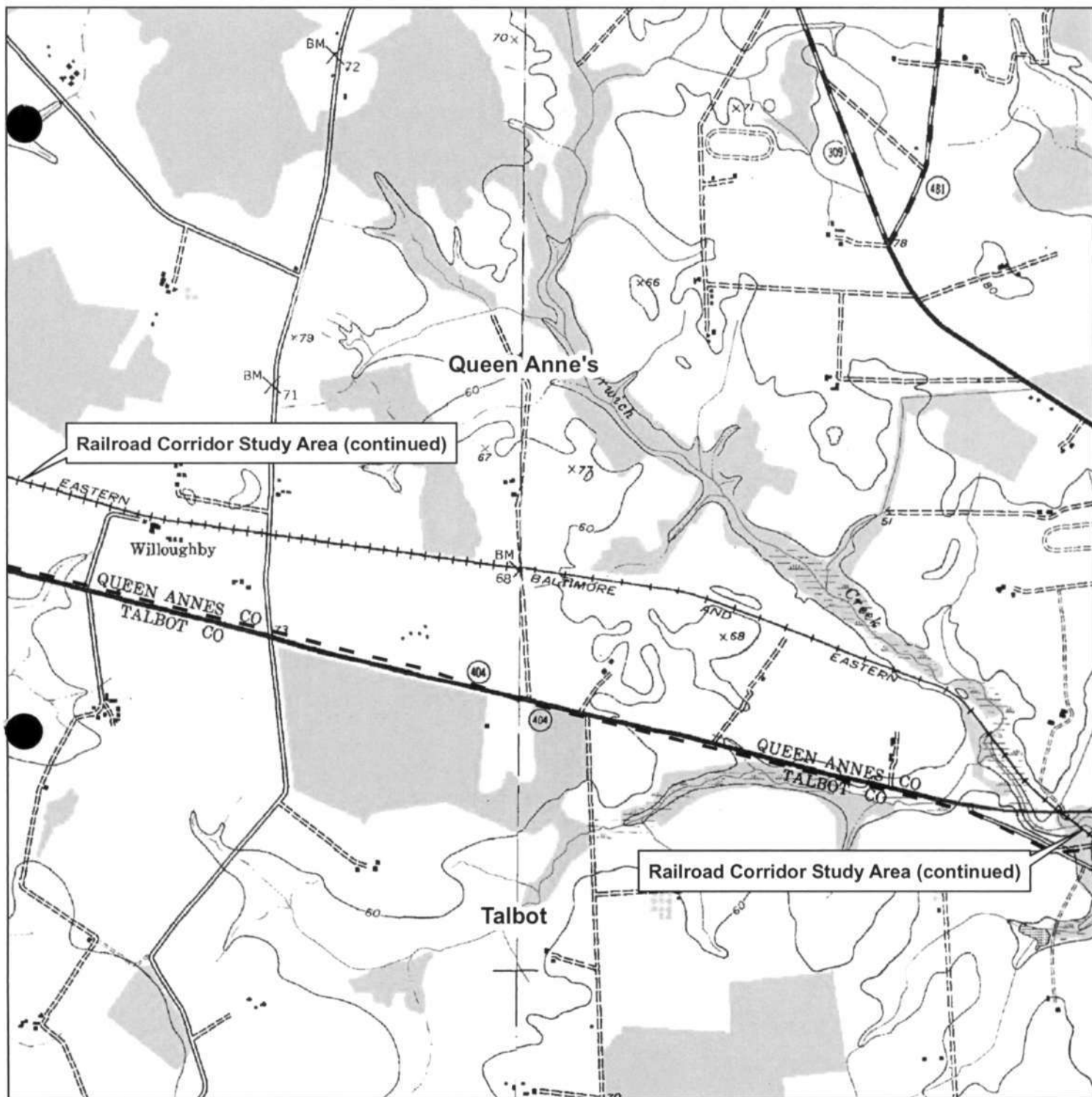
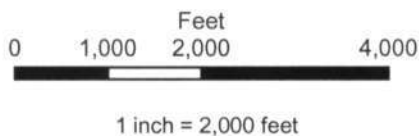


Figure 2d
Queen Anne's Railroad Corridor-CAR-362, QA-699, T-1165
Maryland Inventory of Historic Properties Form

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 February 2011

Sources: U.S. Geological Survey, Ridgely MD and
 Wye Mills MD 7.5-Minute Topographic Quadrangles



Legend

-  Rail line
-  County line

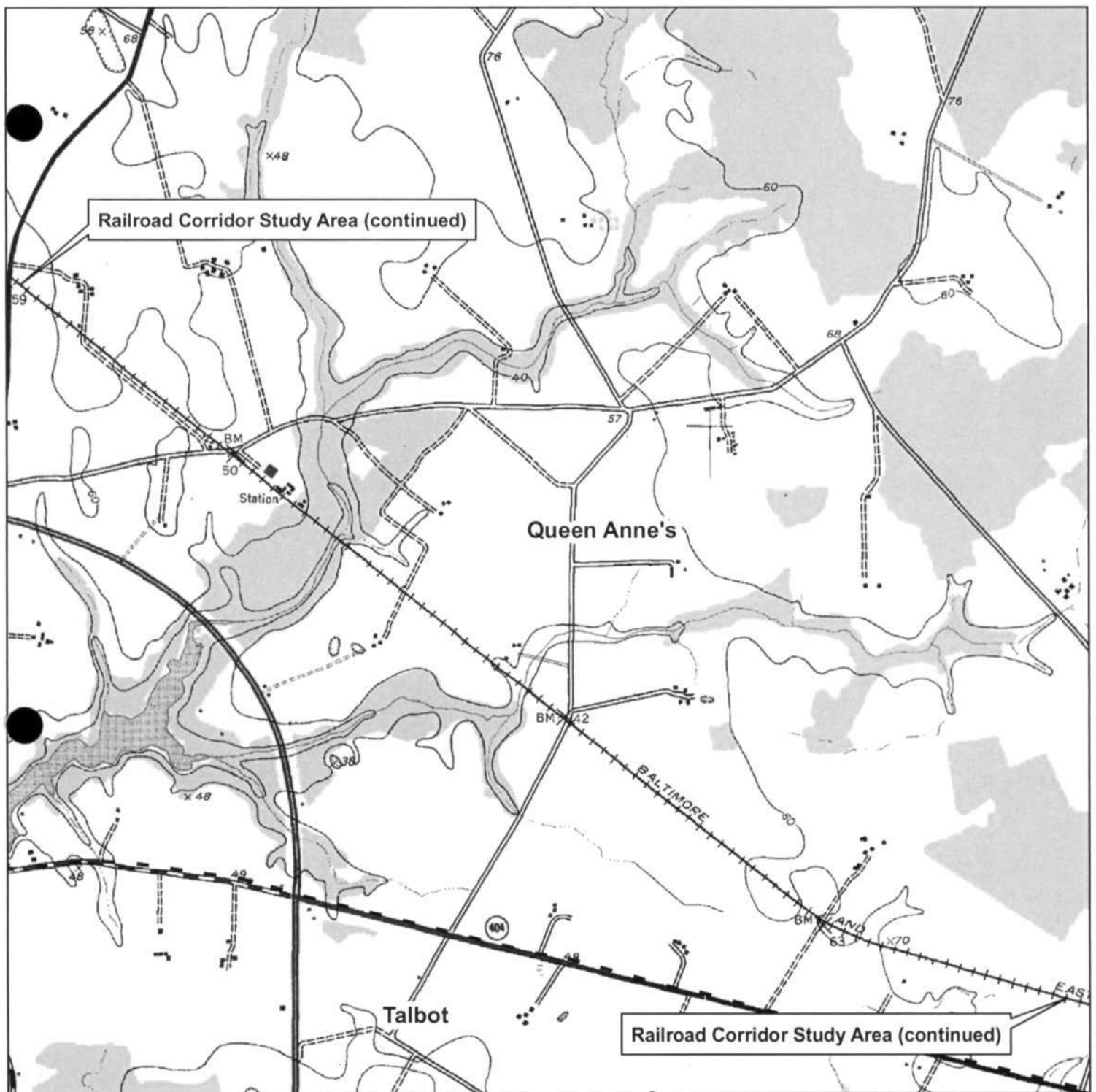
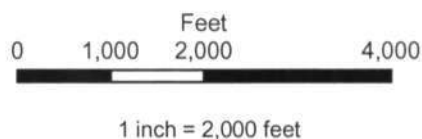


Figure 2e
Queen Anne's Railroad Corridor-CAR-362, QA-699, T-1165
Maryland Inventory of Historic Properties Form

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 February 2011

Sources: U.S. Geological Survey, Wye Mills MD
 7.5-Minute Topographic Quadrangle



Legend

- Rail line
- County line

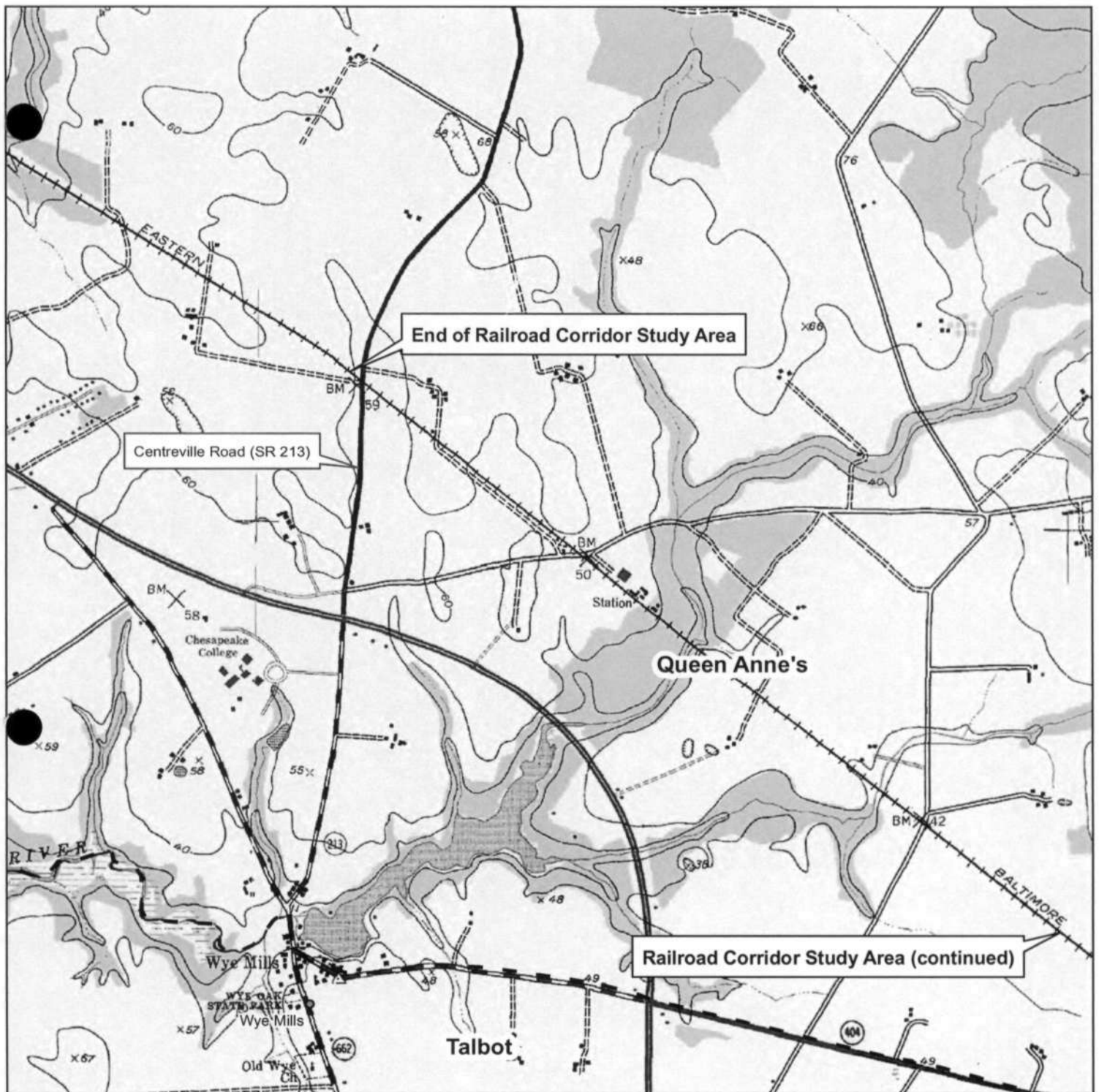


Figure 2f
Queen Anne's Railroad Corridor-CAR-362, QA-699, T-1165
Maryland Inventory of Historic Properties Form

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 February 2011

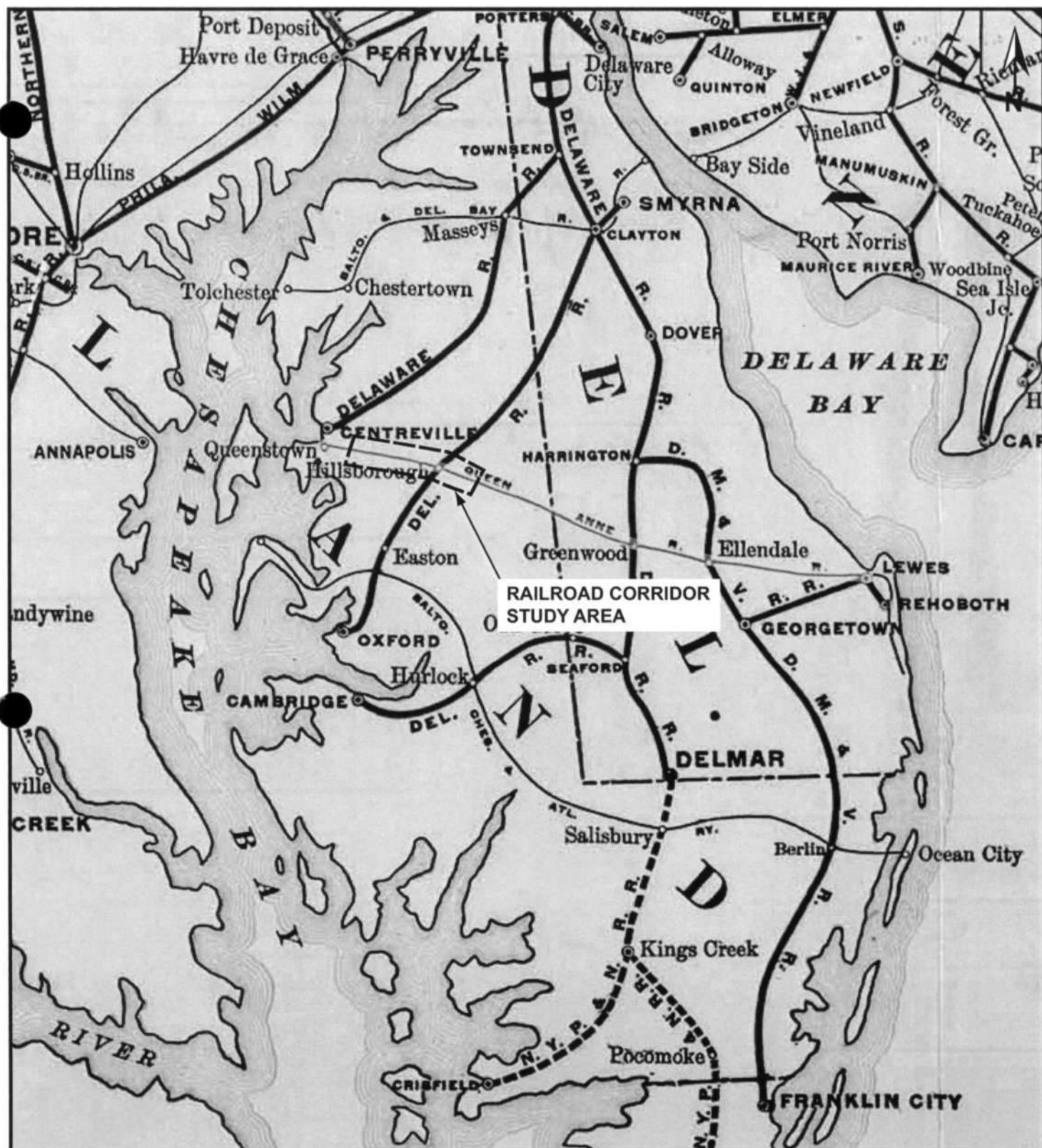
Sources: U.S. Geological Survey, Wye Mills MD
 7.5-Minute Topographic Quadrangle



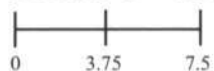
0 1,000 2,000 4,000
 Feet
 1 inch = 2,000 feet

Legend

- +—+— Rail line
- - - - - County line



SCALE: 1" = 7.5 miles



REFERENCE: Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899

FIGURE 3
THE QUEEN ANNE'S RAILROAD - 1899
 QUEEN ANNE'S RAILROAD CORRIDOR - CAR-362,QA-699,T-1165
 CAROLINE, TALBOT AND QUEEN ANNE'S COUNTIES, MARYLAND
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

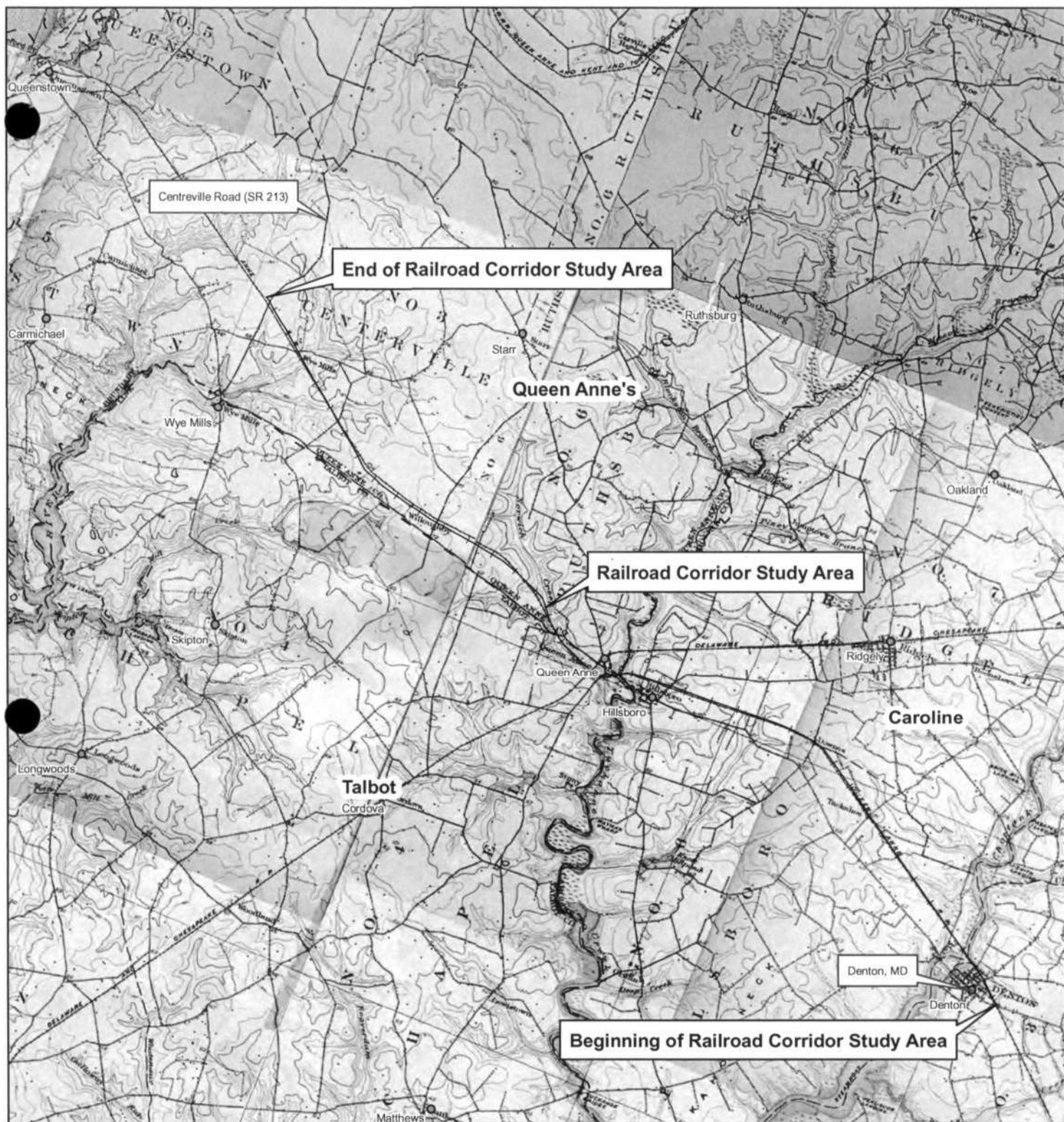
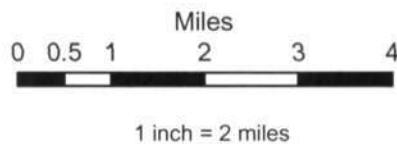


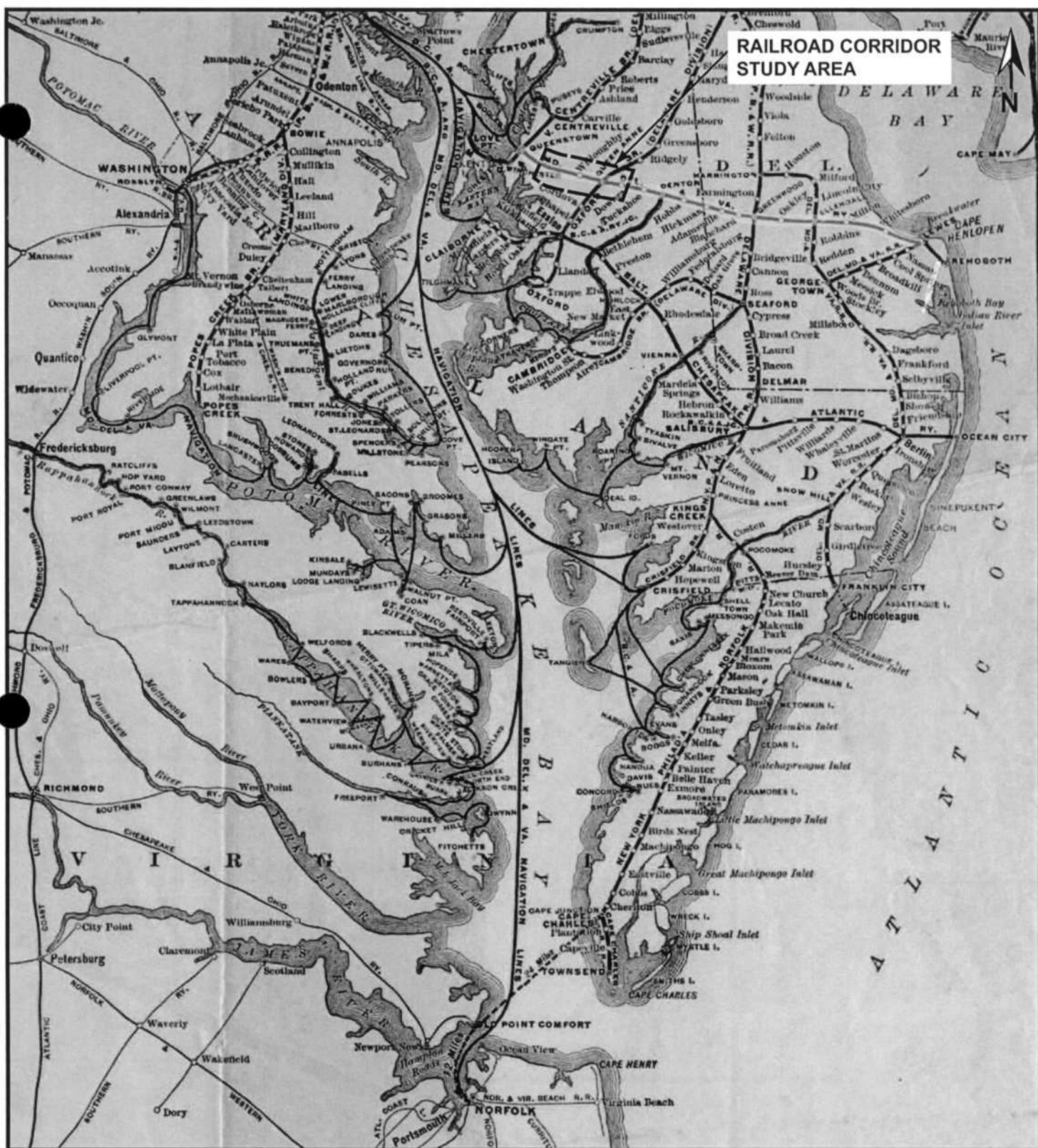
Figure 4
Queen Anne's Railroad Corridor (circa 1901-1905)-CAR-362, QA-699, T-1165
Maryland Inventory of Historic Properties Form

Created by: STV Incorporated
 Four Gateway Center, Suite 800
 Pittsburgh, PA 15222
 (412) 392-3500
 February 2011

Sources: MyTopo.com, 1901 Chestertown, 1904 St. Michaels,
 1905 Barclay, and 1905 Denton, MD U.S. Geological Survey
 15-Minute Topographic Quadrangles



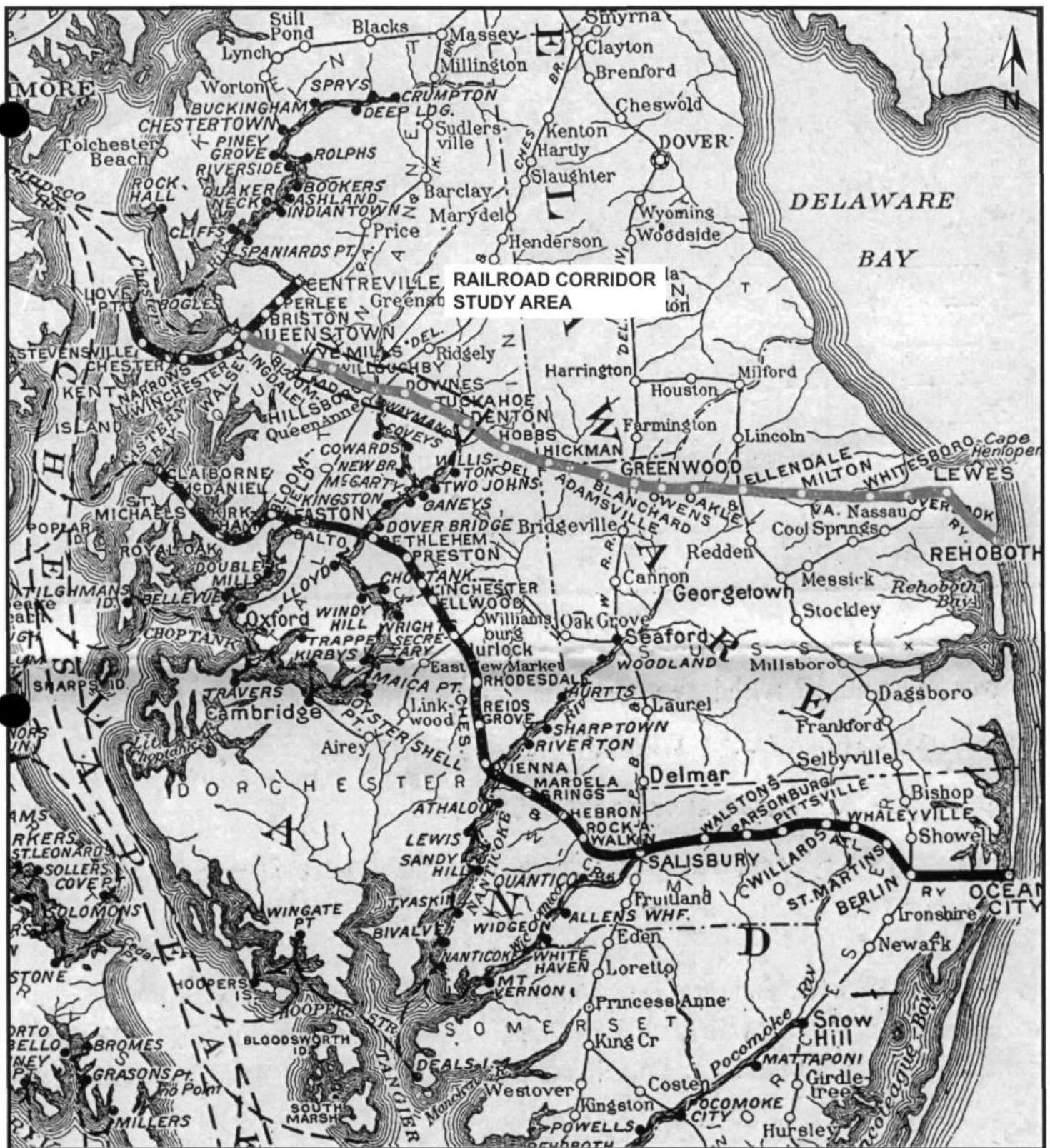
Legend	
	Rail line
	County line
	State line



SCALE: Unknown

REFERENCE: Pennsylvania Railroad and its Connections,
Dated December 1, 1911

FIGURE 5
THE QUEEN ANNE'S RAILROAD - 1911
 QUEEN ANNE'S RAILROAD CORRIDOR - CAR-362,QA-699,T-1165
 CAROLINE, TALBOT AND QUEEN ANNE'S COUNTIES, MARYLAND
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



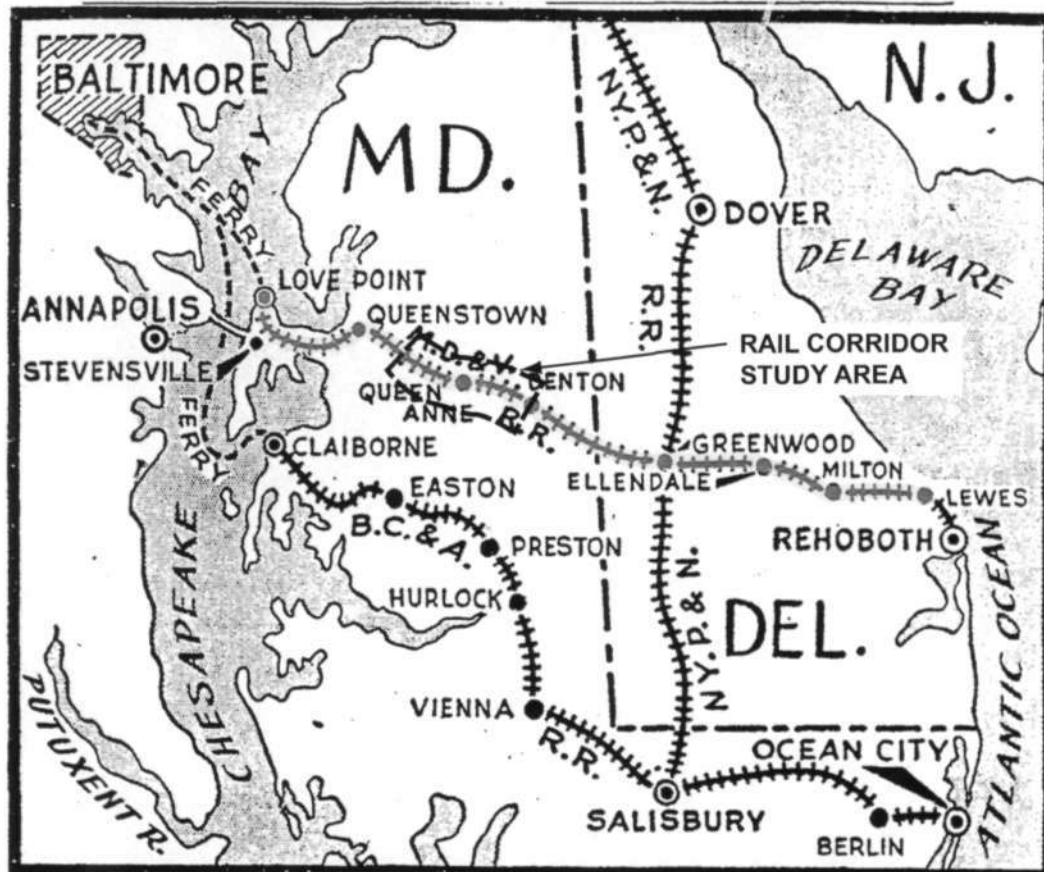
SCALE: Unknown

REFERENCE: B&E Map, Dated June 1930

FIGURE 6
THE QUEEN ANNE'S RAILROAD - 1930
QUEEN ANNE'S RAILROAD CORRIDOR - CAR-362,QA-699,T-1165
CAROLINE, TALBOT AND QUEEN ANNE'S COUNTIES, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM



THE EVENING SUN, BALTIMORE, TUESDAY, MARCH 17, 1953



The trains—they once went thataway

SCALE: Unknown

REFERENCE: The Baltimore Evening Sun Newspaper,
Dated: Tuesday, March 17, 1953

FIGURE 7

THE QUEEN ANNE'S RAILROAD - 1953

QUEEN ANNE'S RAILROAD CORRIDOR - CAR-362,QA-699,T-1165
CAROLINE, TALBOT AND QUEEN ANNE'S COUNTIES, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

SCALE 100 FT. TO AN INCH

UNIVERSITY

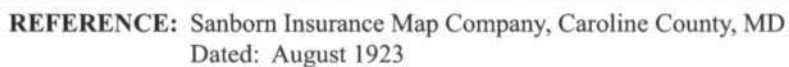


FIGURE 8
THE DENTON PASSENGER AND FREIGHT STATIONS - 1923
QUEEN ANNE'S RAILROAD CORRIDOR - CAR-362,QA-699,T-1165
CAROLINE, TALBOT AND QUEEN ANNE'S COUNTIES, MARYLAND
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM

CAR-362, QA-699, T-1165

Queen Anne's Railroad Corridor

Caroline, Talbot and Queen Anne's Counties --

Joseph Schuchman, Photographer

Ink and Paper used as listed in National Register of Historic Places Photograph Policy:

Epson Ultra Chrome Pigmented Inks and prints produced on Epson Premium Glossy paper.

Photograph 1: CAR-362_2010-11-22_01.tif - View looking northwest from Market Street towards the Queen Anne's Railroad Corridor, Denton, Maryland.

Photograph 2: CAR-362_2010-05-27_02.tif - View looking southeast from Greensboro Road (SR 619) towards the site of the Queen Anne's Railroad Corridor, Denton, Maryland; the slight rise south of the track marks the former site of the Denton Passenger Station and Freight Station.

Photograph 3 CAR-362_2010-11-22_03.tif - View looking northeast towards Bridge No. 7.00 which carries the Queen Anne's Railroad corridor across the Choptank River, Denton.

Photograph 4 CAR-362_2010-05-27_04.tif - View looking southwest towards Bridge No. 7.00 which carries the Queen Anne's Railroad corridor across the Choptank River, Denton.

Photograph 5: CAR-362_2010-11-22_05.tif - View looking northwest from New Bridge Road (SR 328) towards the Queen Anne's Railroad Corridor, West Denton.

Photograph 6: CAR-362_2010-11-22_06.tif - View looking southeast from Holly Road towards the Queen Anne's Railroad Corridor, Downes vicinity.

Photograph 7: CAR-362_2010-11-22_07.tif - View looking west-northwest from Holly Road towards the Queen Anne's Railroad Corridor, Downes vicinity.

Photograph 8: CAR-362_2010-11-22_08.tif - View looking west from Downes Station Road (SR 312) towards the Queen Anne's Railroad Corridor, Downes; the former corridor is distinguished by tree growth.

Photograph 9: CAR-362_2010-11-22_09.tif - View looking northeast toward the intersection of SR 404 and SR 480; Hillsboro vicinity; the Queen Anne's Railroad corridor formerly crossed just west of the intersection.

Photograph 10: CAR-362_2010-11-22_10.tif - View looking south along Cemetery Road towards the former crossing point of the Queen Anne's Railroad, Hillsboro vicinity.

CAR-362, QA-699, T-1165: Queen Anne's Railroad Corridor
Caroline, Talbot and Queen Anne's Counties

Photograph 11: T-1165_2010-11-22_11.tif - View looking northwest towards Bridge No. 0.83 which carried the Queen Anne's Railroad over the Tuckahoe River, Queen Anne.

Photograph 12: T-1165_2010-11-22_12.tif - View looking southeast towards the now-overgrown corridor of the Queen Anne's Railroad located to the immediate left of the concrete bridge pier, Queen Anne.

Photograph 13: T-1165_2010-11-22_13.tif - View looking southeast- from the Cordova Road (SR 309) crossing toward the Queen Anne's Railroad Corridor, Queen Anne.

Photograph 14: QA-699_2010-05-25_14.tif - View looking east from Fox Meadow Road, Willoughby vicinity, towards the Queen Anne's Railroad Corridor; the former corridor is distinguished by the low vegetated growth.

Photograph 15: QA-699_2010-05-25_15.tif - View looking east from Centerville Road (SR 213) towards the Queen Anne's Railroad Corridor, Wye Mills vicinity; the former corridor is distinguished by the low vegetated growth.

Photograph 16: QA-699_2010-05-25_16.tif - View looking west from Centerville Road (SR 213) towards the Queen Anne's Railroad Corridor, Wye Mills vicinity; the telephone poles delineate the approximate location of the former corridor.



1/16 CAR-362 Queen Anne's RR Corridor
Caroline Co. MD
J Schuchman 1/22/16
NW from Market St. toward RR Corridor
Denton, MD

EPSON

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2/16 CAR-362 Queen Anne's RR Corridor
Caroline Co. MD

J. Schuchman 11/22/10

SE from Greensboro Rd (SP-619) Toward the site of
the Denton Passenger Station and Freight Station



3/16 CAZ-362 Queen Anne's RR Corridor

Caroline Co, MD

J. Schneeham 11/22/10

NE toward Bridge # 7 over Choptank River, Denton

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4/66 CAR-362 Queen Anne's RR Corridor

Caroline Co., MD

J. Schuchman 5/27/10

SW toward Bridge & Tower Choptank River, Denton



5/16 CAR-362 Queen Anne's RR Corridor

Caroline Co, MD

J. Schuchman 11/22/87

NW from New Bridge Rd. (SR 328) toward RR corridor, West Denton

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6/16 CAR-362 Queen Anne's RR Corridor

Caroline Co, MD

J Schuchman 11/22/10

SE from Holly Rd toward RR Corridor, Downes vicinity



7/16 CAR-362 Queen Anne's RR Corridor

Caroline Co, MD

J. Schuchman 11/22/10

W-NW from Holly Rd toward RR Corridor, Downes vicinity



8/14 CAR-362 Queen Anne's RR Corridor

Caroline Co., MD

J. Schuchman 11/22/10

W from Downes Station Rd (St 312) toward RR corridor
Downes



9/16 CAR-362 Queen Anne's RR Corridor

Caroline Co., MD

J. Schuchman 11/22/10

NE toward the SR404 & SR480 intersection

Hillsboro vicinity

RR corridor crossed just west of the intersection.



10/16 CAR-362 Queen Anne's RR corridor

Caroline Co., MD

J. Schuchman 11/22/10

S along cemetery Rd toward the former crossing of
Queen Anne's RR, Hillsboro vicinity.



11/16 T-1165 Queen Anne's RR Corridor
Talbot, MD

J. Schuchman 11/22/10

NW toward Bridge #.83 over Tuckahoe River, Queen Anne.



12/16 T-1165 Queen Anne's RR Corridor

Talbot, MD

J. Schuchman 11/22/10

SE toward the RR corridor left of bridge pier, Queen Anne

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Professional Paper



13/16 T-1165 Queen Anne's RR Corridor

Talbot, MD

J Schuchman 11/22/10

SE from the Cordova Rd (SR 309) crossing toward
RA corridor, Queen Anne.



14/16 QA-699 Queen Anne's RR Corridor

Queen Anne, MD

J. Schuchman 5/25/10

5 from Fox Meadow Rd, Willoughby vicinity toward
the RR corridor.



15/16 QA-699 Queen Anne's RR Corridor

Queen Anne, MD

J. Schuchman 5/25/10

E from Centerville Rd (SR213) toward RR Corridor
Wye Mills vicinity



16/16 QA-699 Queen Anne's RR Corridor
Queen Anne, MD

J. Schuchman 5/25/10

W from Centerville Rd (SR213) Toward RR corridor
Wye Mills vicinity now marked by telephone poles